

1-12. (CANCELED)

13. (NEW) A hydrostatic, mechanical, split-power transmission with a continuously variable gear ratio which includes a hydrostatic part (1) comprising a first hydrostatic unit (B) with a variable volume and a second hydrostatic unit (A) with a constant volume and one mechanical part (2) comprising a summarizing transmission and a range change transmission;

wherein the summarizing transmission and the range change transmission are axially staggered relative to the first hydrostatic unit (B) and the second hydrostatic unit (A) with a first, a second, a third, and a fourth clutch (K1, K2, K3, KR) for a plurality of spur gear steps of the range change transmission, the first, the second, the third, and the fourth clutches (K1, K2, K3, KR) are located on an output shaft (5), the first clutch (K1) releasably connects the output shaft (5) via a third spur gear step (9), the second clutch (K2) releasably connects the output shaft (5) with a spur gear (13) of a first planetary gearset (P1) via a fourth spur gear step (14), the third clutch (K3) releasably connects the output shaft (5) with a planet carrier of the second planetary gearset (P2) via a fifth spur gear step (15) and a fourth clutch (KR) releasably connects the output shaft (5) with a planet carrier of the first planetary step (P1) via an intermediate gear.

14. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 13, wherein the summarizing transmission is a three-step planetary transmission comprising the first, the second and the third planetary gearsets (P1, P2, P3) without ring gears and planet gears of the first, the second and the third planetary gearsets (P1, P2, P3) one of directly and indirectly contacting one another.

15. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 13, wherein the range change transmission is a four-step transmission.

16. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 13, wherein a purely hydrostatic transition drive range is provided for speeds between a low reverse and low forward gears without a range transfer and without shifting of clutch devices and a continuously variable hydrostatic, mechanical range with a power-split is attached thereto for higher speeds.

17. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 16, wherein for the purely hydrostatic transition drive range, a rotational speed of the hydrostatic transmission part (1) is transferred to the output shaft (5) via a second spur gear step (7) and via the third spur gear step (9), the first clutch (K1) is engaged

from a start and remains engaged during an entire range of the transition drive range and by adjustment of a variable pump (B), and within at least one drive range, an initial rotational speed is adjustable between negative and positive rotational speeds.

18. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 16, wherein the hydrostatic, mechanical, drive range with power-split has two forward drive ranges and one reverse drive range.

19. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 18, wherein output for a first forward range results by shifting the second clutch (K2), and power is transmitted from a sun gear (10) of the second planetary step (P2) to the output shaft (5) via a first planet gear (11) of the second planetary step (P2), a second planet gear (12) of the first planetary step (P1), the spur gear (13) of the first planetary step (P1) and a spur gear step (14).

20. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 18, wherein the output for the second forward range results by shifting the third clutch (K3), and power is transmitted from the sun gear (10) of the planetary step (P2) to the output shaft (5) via the planet carrier of the planetary step (P2) and a spur gear step (15).

21. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 18, wherein output for the reverse range results by shifting the fourth clutch (KR), and power is transmitted from the sun gear (10) of the second planetary step (P2) to the output shaft (5) via a planet carrier of the planetary step (P1) and an intermediate gear.

22. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 13, wherein the summarizing transmission and the first, the second, the third, and the fourth clutches (K1, K2, K3, KR) are all pre-assembled in a rear transmission housing so as to facilitate engagement with a front transmission housing, as a pre-assembled unit, and securing to the rear transmission housing.

23. (NEW) The hydrostatic, mechanical, power-split transmission according to claim 13, wherein the first hydrostatic unit (B) and the second hydrostatic unit (A), a pressure and lubrication pump, pressure filters, magnetic valves and electronic systems are pre-assembled as a module which is assembled on a lateral aperture of a front transmission housing.